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MOSCOW STREETCAR AND TROLLEY BUS SYSTEM
REFLECTS PROGRESS IN TECHNOLOGY

In 1938 the machine-building industry began to turn out four-axle, all-metal cars with compound motors and apparatus permitting the recuperation of electric current.

The high tempo of development in the production of streetcars, as well as auxiliary installations, and the attendant increase of technological problems required the training of professional and skilled personnel. This resulted in the establishment of the Moscow Streetcar Training and Production Combine in 1934. Between that year and 1940, the combine trained 4,500 drivers, 8,400 conductors, and 3,000 workers in various specialties.

By the end of the war, all of Moscow's rolling stock had been restored to normal operating condition, and 124 kilometers of streetcar lines had been repaired.

The State plan for 1948 has been overfulfilled in every respect: passenger transport was 19 million persons above plan; freight transport 125 percent above plan; capital accumulation, 136 percent; and reduction in the cost of passenger transport, 13 percent. Thus, the streetcar system has become a profit-producing enterprise.

Between 1946 and 1948, the Moscow streetcar park acquired 228 of the newest-type cars, which are comfortable, contain 42 seats, can accommodate 120 persons, are electrically heated, and have pneumatically operating doors.

By this time, operations connected with the laying of rails, such as digging, ballasting, bolting, and the flattening of the crushed stone, have been considerably mechanized.

Repair bases are growing and mechanized snow-clearing is developing. In the winter, 20 snow-clearing cars and 24 automotive snow sweepers circulate on the routes.

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Within the next few years, the government is planning to replace 360 kilometers of railroad-type rails with the grooved, heavy profile type.

A very important aspect of the streetcar enterprise is the fact that the basic personnel, both workers and technicians, have been retained. Those working more than 15 years number 4,000; of these, over 1,000 have worked for 25 years.

The Moscow trolley bus lines now have five busses to every kilometer, and at no time does a passenger wait more than 2 minutes for a bus. In 1949 running schedules are attaining a regularity of 95 percent. Passengers ride in spacious parlor-type busses that are well lighted, smooth, and noiseless. At present, the trolley busses carry 1½ times more passengers than the autobusses and more than half the number carried by the subway.

Even in wartime, Moscow prepared for the production of new, large seating capacity, all-metal trolley busses in the Moscow plants. In the course of the postwar Five-Year Plan, Moscow has received more than 400 new-type busses.

During the 15 years that the trolley busses have been in existence in Moscow, at least nine new types have been created and put into production. Stages in the development of the trolley bus have been as follows:

1933-1935	Type "LK", in several modified forms
1936	Type "YaTB-1"
1937	Type "YaTB-2"
1938	Double-deck Type "YaTB-3"
1939	Type "YaTB-4"
1940	Type "YaTB-4A"
1941	Experimental Model "YaTB-5"
1946	All-metal Series "M"
1947-1948	All-metal Series "D"

Trolley bus Series "D" represents the height of achievement in Soviet machine construction.

All prewar busses, Type "YaTB", had a wooden body and contained 33 - 34 seats. Subsequent models increased the number of seats to 40, and the all-metal body of Types "M" and "D" has made the vehicle more durable. It has also doubled the duration of periods between repairs.

Following is a comparison of weight indexes between Series "D" and prewar types:

	<u>Types "YaTB-4A" and "YaTB-5"</u>	<u>Series "D"</u>
Weight per pass seat	240 kg	220 kg
Weight per sq m of floor space	340 "	320 "

Thus, the weight of the busses has been reduced 3 - 9 percent and their operating economy increased. It is possible to reduce the weight 12 - 15 percent more, as well as to increase the seating capacity, through a more rational construction of the body.

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